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All letters for publication should be written on one side of the paper only.
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The Daily Press.

HONGKONG, NOVEMBER 11TH, 1908

TWELVE months ago Sir JOHN JORDAN, the British Minister at Peking, sent home a general report on the opium question in which the sincerity of the Chinese Government was unquestioned, but its competence to sweep away in a decade habits which have been the growth of at least a century, was seriously doubted. Taking it as a proved fact that the Central Government had largely lost the power to impose its will upon the provinces, Sir JOHN JORDAN doubted if the Anti-Opium Edicts would prove effective seeing that the production of native opium at the time was about ten times the amount of the imported drug. At that time, too, Mr. LECHE, the Counsellor of the Legation, came to the conclusion that in general no attention up to that time had been paid throughout the Empire to the Imperial edicts directing growers of the poppy to restrict cultivation. A further report, prepared by Mr. LECHE is now published as a Parliamentary paper. Sir JOHN JORDAN, in a covering dispatch, says Mr. LECHE has devoted much care and attention to the preparation of the report, and his conclusions form an impartial estimate of the situation after an exhaustive examination of all the evidence available. The two most noticeable features during the past twelve months, the report states, have been "the continued interest and energy shown by the Central Government in the question, as compared with the growing apathy evinced by the provincial officials and their lack of sustained effort to eradicate the evil." The report continues—

"In contrast to this there is the gratifying evidence from many provinces of the reduction of the area under poppy cultivation. This reduction, which varies greatly according to local conditions, seems to be a result of official self-interest and fear, as the result of official exhortation, or of a desire to obey the authorities. The poppy is easily distinguishable, especially when in flower, and the dread of increased taxation, fines, punishment, or destruction of the crop seem to have been powerful motives in bringing about this reduction, which, though slight in actual amount, is fairly general throughout the Empire; though it is only fair to admit that in some instances the personal energy and determination of the local authorities have been the direct cause."

"No proposals for compensation are contemplated to those who are called upon to abandon a hitherto legitimate and lucrative form of agriculture, chiefly carried on in remote districts, where the farmers will, no doubt, experience considerable difficulty in finding other remunerative crops owing to the expense of transport."

"This hardship will be lessened by the gradual operation of the Decree which gives ten years as the limit for total cessation of cultivation, but it may reasonably be anticipated that discontent may show itself in some form or other and it is doubtful if the energetic Viceroy of Yunnan was acting prudently in reducing the time limit of total cessation of poppy cultivation from ten to three years."

Two principal reasons assigned for the growing apathy of the provincial authorities is that so many public officials are still addicted to the drug, and, further, the question of provincial finances and of finding revenue to replace that at present derived from opium. This apathy, the report says, is to be noticed chiefly in a growing indifference as to whether the rules of the Decree of November 1906 are stringently carried out or not. "Generally speaking, smokers do not take out licences; dens, though officially closed, are in many cases surreptitiously opened. Opium shops are only spasmodically inspected, while Anti-Opium Societies are gradually dying a natural death from lack of funds or interest or both." Though there are exceptions to this state of affairs in certain districts due to enlightened officials, especially in the coast provinces, the report adds "it cannot be said that officials in general have fully carried out the duty of leading the movement imposed upon them by the Court."

It is important to bear in mind that the production of native opium has in recent years been nine or ten times greater than in the amount of opium imported into China and we presume that one of the principal objects of these half-yearly reports is to enable the Imperial Government to judge whether China is satisfactorily fulfilling the pledges she has given to the British Government on the subject. But this report contains no official statistics, though, we presume, statistical returns are periodically sent from the opium-growing provinces to the Government at Peking. One of the Regulations certainly calls upon the provincial authorities to periodically furnish "detailed reports of the area in cultivation," while at the same time they are enjoined to enforce the annual reduction. Possibly, however, Mr. LECHE regards the observations of local residents, or of travellers, as of more value than statistics of the kind one usually gets in China, and so he ends his report with an interesting series of statements of the present position of the anti-opium movement in each province of China. It should not be overlooked that, though the report was only published in London a month ago, it was written last June. We are not aware however, that there have in the meantime been any marked developments which materially affect the conclusions Mr. LECHE has drawn. In Chili, "little is being done"; in Szechuan, the movement generally is described as "a farce"; in Kansu general indifference is noticeable; in Shan-tung reports are "most conflicting"; and in Anhui the dens are merely nominally closed, and the movement is not generally popular. The provinces of Kiang-su, on the other hand, continues to be amongst those foremost in energy in combating the evil of smoking, though the poppy is but slightly grown in the province. In Chekiang the official attitude is one of total indifference, though smoking is slowly and surely becoming discredited. In Hu-nan the measures taken are so genuine that in some places it is impossible to purchase the drug. In Ho-nan and Hu-peh little or nothing is being done, but in Szu-chuan, which grows so large a proportion of Chinese opium, "it is confidently asserted that the cultivation is on the decrease rather than on the increase." Restrictions on smoking, however, exist now only in name, though among the people the movement against smoking "is really gaining ground." In Kwei-chau and Yun-nan a genuine attempt is being made to stamp out the evil. In regard to Kwangtung, the report states that at Swatow "general spathy reigns supreme," while information from the surrounding country towns shows that the dens are quietly reopening, and that a state of hopeless confusion exists in regard to the Anti-Opium Edict and its enforcement. At Pakhoi, according to an official version,

ten per cent of the population, male and female, are stated to be addicted to smoking, and "there is little popular demand for reform." At Canton "there is nothing new to report. The drug is sold under licences, but the latter are easily obtained."

On the whole these statements, as the Times remarks, "are somewhat conflicting and only very partially encouraging." The impression one derives from this report is that if the Indian Government continues to reduce the gross export of opium to China by one-tenth annually, it will soon run beyond "the standard set by China."

M. de Lucy Fossarion, formerly French Consul at Kobe, has recently taken over the French Consulate at Colombo.

A confirmation will be held by the Bishop of Hongkong at the St. Andrew's Cathedral, Singapore, on November 28.

Mr. Arthur Chapman has issued another supplement of eight pages to his valuable street index of the Colony.

Messrs. Cruz, Basio and Co. have been appointed Agents in Hongkong, for the Netherlands Lloyd (Fire and Marine) of Amsterdam and Batavia.

But for the case of plague mentioned last week, the weekly return of cases of communicable disease in the Colony would have been another blank.

The Dalai Lama's birthday presents to the Empress Dowager were: 1 golden Buddha image, 100 Tibetan incense sticks; 1 purple gem and 24 screens.

Acting Lance-Sergeant Purdon was summoned at the Magistrate's yesterday by a couple of men, but the complainant did not appear and the summons was dismissed.

Fire broke out in a shop at 63 Bonham Street East yesterday morning. The Brigade turned out smartly but the place was gutted before the flames could be reduced. The shop was occupied by a piece goods firm.

A summons against E. Nidhardt of the Medical Hall, for selling a certain bottle of poison without having it properly labelled with the word "poison" in English and Chinese was dismissed at the Magistrate's yesterday.

H.E. Hsu Shih Ch'ang has proposed that the stamp tax on opium be doubled in the Fengtien, Kirin and Hsi Lung Kiang districts. The tax was formerly 200 cash and this he proposes to change into 400 cash.

The return of visitors to the City Hall Library and Museum for the week ending the 8th November, 1908 shows that of non-Chinese there were 331 to the Library and 140 to the Museum and of Chinese 201 to the former and 133 to the latter. The Library was, therefore, used by 531 persons and the Museum by 173.

Mr. Baumgardt, formerly an Inspector under the Taping Sanitary Board, Federal Malay States, brought an action for libel at Penang in respect of an article published in the "Strait Times" dealing with Sanitary Board matters at Taping. The plaintiff was awarded \$5,000 and costs on the higher scale.

To-day is the birthday of the King of Italy, Victor Emmanuel III., who now enters on his fortieth year. During his brief reign he has steadily but unobtrusively worked very hard for the good of his people, and it is universally admitted that the great progress achieved by Italy in late years is also due to his wisdom and tact.

The Gold Medal for quality in the Whisky Section of the Franco-British Exhibition has been awarded to the "White Horse" Whisky belonging to Mackie & Co., Distillers, Ltd., Glasgow and Glasgow. It was only last month that this established firm were honoured with the appointment, by Royal Warrant, of Purveyors to His Majesty the King. Messrs. Lina, Crawford & Co., are the Hongkong Agents.

Prince Cui, says a Peking paper, was much concerned when he read that there were some two hundred and twenty abandoned mines in China, and personally instructed H.E. Pu Ting not to grant permits to open mines in future unless it is proved to his satisfaction that the mines in question would be likely to produce good results, so that the people shall not throw away their money in reckless undertakings.

One of the Hongkong vernacular newspapers is now suggesting that the American visitors to Amoy were not so pleased with their reception as has been reported. They declare that the men had not sufficient to eat and that the general arrangements made by Dr. Mark were far from satisfactory. Such statements are probably actuated by jealousy because there can be little doubt that both officers and men were highly delighted with their reception.

The Birthday Honours List, so far as Hongkong is concerned, has this time proved a blank, but the Colony has pleasant interest in learning that Sir Matthew Nathan receives the Grand Cross of St. Michael and St. George and that Mr. Stewart Lockhart, who received the C.M.G. decoration in 1898, has now obtained promotion in the order. Sir J. H. Stewart Lockhart, K.C.M.G.—to write his new designation—has been thirty years' service in the Far East, twenty-four being spent in Hongkong. And his many friends in the Colony were genuinely pleased to learn from the telegram published in the Daily Press yesterday that his services had at last been recognised by a Knight Commandership. This is one of the honours that has long been expected.

Sanction of the Supreme Court was obtained yesterday for the reduction of the capital of William Powell, Limited by \$45,000. A full report appears in another column.

The first of the practice dances in connection with the St. Andrew's Ball takes place at the City Hall this afternoon, commencing at 5.30 p.m. The programme will be—1. Waltz; 2. Eightsome Reel; 3. Caledonian; 4. Strathspey and Reel; 5. Caledonian; 6. Eightsome Reel. The music will be supplied by the Middlesex Regiment, and the Pipe Band of the H.K. and S.B.E.G.A.

AN INTERESTING DECISION.

Lieutenant Backwith, Assistant Harbour Master, appeared at the Magistrate's yesterday to prosecute a Chinese for allowing his dog to bark to the annoyance of passengers at Bay View Road. In support of the prosecution he told the Magistrate, Mr. J. R. Wood, that for the last three months the dog in question had caused a great deal of annoyance by its barking. His Worship dismissed the summons on the ground that the Ordinance did not cover this particular annoyance. The annoyance in the Ordinance was the annoyance of passengers of people passing by, and the prosecutor was not a passenger; he was a resident. Before dismissing the defendant his Worship cautioned him not to let the annoyance occur again.

LOCAL SPORT.

CRICKET.

CRICKET. "A" TEAM V. WATSON'S TEAM.
The above match was played on the Crickengower ground on Monday and resulted in an easy win for the Crickengower "A" team. The following are the scores:

WATSON'S TEAM.	
E. Irving, c. Acker, b. Manderson	8
A. Gregory, b. Omon	1
H. Dewbury, b. w. Omon	1
S. J. Taylor, b. Omon	13
R. Rapp, b. Manderson, b. Omon	4
H. S. Sarge, b. Hancock, b. Rose	4
E. R. Miller, b. Hancock, b. Rose	4
W. Musker, not out	23
R. Rapp, b. Omon	4
J. Rapp, c. Manderson, b. Omon	4
M. H. Jones, b. Manderson	0
Extras	2
Total	67
CRICKENGOWER "A" TEAM.	
P. Currie, c. F. Rapp, b. Taylor	5
J. Omon, retired	53
H. L. Manderson, b. w. Gregory	15
M. S. Sarge, retired	8
L. A. Rose, run out	1
G. A. Hancock, retired	81
A. Gregory, c. Jones, b. Taylor	4
H. W. Peterson, b. Taylor	5
A. Carvalho, retired	4
J. Peterson, not out	4
E. Carvalho c. Jones b. Taylor	4
Extras	22
Total	131

SHIPPING.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Manila* left Manila on the 10th inst. at 1 p.m. and may be expected here on or about Friday the 13th inst. at daylight. The Austrian liner str. *Erzherzog Franz Ferdinand*, left Singapore on the 9th inst., and is here on the 15th inst.

The Swedish str. *Carls* left Shimonski on the 10th inst. a.m. and may be expected here on or about Sunday the 15th inst.

The H.A. Line str. *Scandia* left Singapore on 10th inst. at 8 a.m. and may be expected here on 16th inst. at daylight.

The I.G.M. str. *Golden* carrying the German Mails with dates from Berlin of the 21st ult., has left Colombo on Sunday the 8th inst. p.m. and may be expected here on or about Thursday the 13th inst.

The Ben Line str. *Belem* arrived from Middlesbrough, Antwerp and London left Singapore on the 8th inst. for this port.

The I.G.M. str. *Princess Alice* which left here on Wednesday the 4th inst. at noon, has arrived at Singapore on Sunday the 8th inst. at 4 p.m.

The C.P.R. str. *Glenary* arrived Koba at 7.30 a.m. on Friday the 6th inst. and left again at noon for Yokohama where she is due to arrive at 5 a.m. on Sunday the 8th inst.

The C.P.R. str. *Leont* arrived Yokohama at 7.30 a.m. on Sunday the 8th inst., and left again at 4 p.m. same day for Koba where she is due to arrive at 6 a.m. on Tuesday the 10th inst.

SOME SHIPPING RESULTS.
Among the dozen shipping companies whose results for the year 1907 have recently been made known, the "Shell" Transport shareholders have perhaps most cause for congratulation. This company had a very appreciable augmentation of income, the profits amounting to \$254,500 as against \$207,500 in the 1906-7 period, but it greatly exceeded in its character during the year, being in reality now more a trust and investment undertaking than anything else. It is evident that the alliance with the Royal Dutch Company has been mutually advantageous. One result has been the ordinary shareholders of the "Shell" Transport having the sum allocated to reserve, depreciation and allowances, which received \$420,000 (including \$150,000 premium on new shares) as compared with \$170,000 in the previous year.—*The Globe*.

WEATHER REPORT.
The Hongkong Observatory yesterday issued the following report: On the 10th at 12.10 p.m.—The barometer has fallen over China, particularly in the North.

The high pressure area is lying over the Yangtze Valley, and pressure appears to remain low over the N.E. part of the Sea of Japan. The Japanese returns are not yet to hand. Strong monsoon will continue to prevail in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood.	N.E. winds, fresh; fair.
Formosa Channel.	N.E. winds, strong.
South coast of China between Hongkong and Lantau.	Same as No. 1.
South coast of China between Lantau and Hainan.	Same as No. 2.
Hongkong & Hainan.	Same as No. 2.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

OBITUARY.

LONDON, November 10th.

The Rt. Hon. Sir James C. Mathew, who was Lord Justice of Appeal from 1901 to 1906, is dead.

BRITISH POLICY.

LONDON, November 10th.

The Rt. Hon. H. H. Asquith, Prime Minister, speaking at the Lord Mayor's banquet at the Guildhall, said that the Government would maintain the indisputable supremacy of the British Navy, while it was at the same time prepared to enter into international treaties, to grasp the hand extended with goodwill and in good faith.

THE CASA BLANCA INCIDENT.

LONDON, November 10th.

Reports from Paris state that the Casa Blanca incident is settled.

JAPAN AND CHINA.

AGREEMENT WITH REGARD TO TELEGRAPHS.

Tokyo, November 10th.

An agreement has been concluded between China and Japan with regard to the Chefoo-Kwantung cable, and the Manchurian telegraphs.

Mutual concessions have been made.

The Government of Japan is awaiting the ratification of the agreement by the Chinese Government.

[REUTERS' SERVICE.]

AUSTRIA-HUNGARY.

LONDON, November 8th.

The Austrian Cabinet has resigned on the question of racial difficulties. The foreign policy is not affected.

STOCK ROOM IN THE UNITED STATES.

LONDON, November 8th.

American stocks are buoyant. The biggest sales for 20 months to take place on Friday.

GERMANY.

LONDON, November 8th.

The ultra liberal Conservatives in the Reichstag, while refusing to support the Liberal proposal to pass a resolution against the interference of the Kaiser, have issued a manifesto hoping that greater reserve will be shown in future inasmuch as the Emperor's remarks have frequently embarrassed the foreign policy.

NEW GERMAN UNIFORM.

For some time past the German army administration has been considering the question of uniforms and accoutrements in time of war, says a Reuter message.

It has been long recognised that in modern warfare the bright tunic of the different arms and regiments with their flashing helmets and swords, would be quite impracticable.

For the infantry, therefore, a new uniform has been devised. The general tone colour is grey, the tunic is loose-fitting, with dull bronze buttons and a double collar; whilst rifle, cooking utensils, spades, etc.—every fifth infantryman in the German army carries a spade—and the swords of the officers are dulled.

The cavalry, it is understood, will also be fitted out with grey uniforms, but out of deference to tradition each arm will preserve its traditional pattern of headgear, which will however, have a grey casing. The artillery will eventually also be fitted with the new uniform, but, as in the case of the other arms, only for time of war.

WASTE COAL.

The *Indian Trade Journal* devotes some space to a matter, which has attracted considerable attention in engineering circles for years, the conversion of waste coal into smokeless briquettes. Coal dust combined with tar to give it consistency and the whole placed under pressure is the basic idea of production. The cost of a complete plant to manufacture 500 tons of briquettes of about 16 lbs. each is Rs. 1,50,000.

In Japan it is declared that briquettes fetch Rs. 22-7-6 to Rs. 27 per ton, and that one factory alone has an annual output of 50,000 tons, the bulk of which is taken by the Japanese Navy—a quite eloquent tribute to their excellence as fuel. It is stated the briquettes are now being manufactured in parts of Baluchistan and sold in Northern India.

While such big profits are being made even by the present system of coal utilisation, it is perhaps not to be expected that briquette manufacture will be universally resorted to. But there certainly appears to be money in it for mine managers who care to take it up, especially as a means of getting rid of inferior briquettes which are made without special pressing machinery, but merely from a rammer worked on a die.

SUPREME COURT.

Tuesday, November 10th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS JAGGOTT (CHIEF JUSTICE).

MOTION FOR REDUCTION OF CAPITAL.
In the matter of William Powell, Ltd., and in the matter of the Companies Ordinance of 1885.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. M. J. D. Stephens, appeared on behalf of the applicants.

In the petition it was stated that the original capital of William Powell, Ltd., was \$120,000 divided into 1,200 shares of \$10 each. By special resolution made at an extraordinary general meeting held on June 6th, 1905, the capital was increased by the creation of 3,000 new shares of \$10 each. The Company had issued the whole of its shares, and the sum of \$10 per share had been fully paid up thereon. At an extraordinary general meeting of the Company held on August 28th, 1908, it was resolved "that the capital of the Company be reduced from \$150,000 to \$105,000 by reducing the par value of the shares from \$10 to \$7 each." The reason for this reduction of the capital was that \$45,000 out of the capital had been lost by reason of depreciation of stock, and was unrepresented by available assets. The reduction of capital did not involve either the diminution of any liability in respect of unpaid capital or the repayment to any shareholder of any paid-up capital.

Mr. Pollock said his Lordship would have gathered from the petition that there had been a considerable depreciation of the stock of the Company, and evidence, which had been filed, showed that there was only one large creditor of the Company. When the parties concerned appeared before his Lordship last week in chambers he directed that evidence should be produced before the Court that that creditor consented to the reduction. That had been done, and his Lordship would find on the file an affidavit by Mr. Hinds, Chairman of the Company, and annexed to it the consent of that creditor to the proposed reduction. With reference to the form of order, Mr. Pollock referred his Lordship to Palmer on Company Proceedings.

His Lordship—I must see that there is some relation between the amount proposed to be reduced and the stock.

Mr. Pollock—Your Lordship will find that in the affidavit of Mr. Hinds, which reads "At the time when the said special resolution was passed the capital of the Company to the extent of at least \$45,000 had been lost or was unrepresented by available assets owing to depreciation of the stock of the Company."

His Lordship—I thought it was suggested that this stock was old stock in which the capital had been originally invested.

Mr. Pollock—Yes, my Lord. Apart from the reduction your Lordship will see that we should have to put on one side of the statement of assets and liabilities capital \$150,000 while on the other side, to balance that, we only have stock equivalent to \$105,000.

His Lordship—The amount of the stock may have been bought out of profits. The stock in hand may have been added to and be recorded as the proceeds of the profits. I don't see any relation between that and the original capital. The fact that there has been unprofitable trading does not necessarily mean a reduction of capital.

Mr. Pollock—Supposing there was any profit on this working account, that would be divided in dividends. Although this Company has not been so fortunate as to pay dividends lately, it has in the past, and your Lordship knows that dividends would only be payable out of the profits.

His Lordship—I don't think because the trading has been unprofitable and the stock has been reduced, that they should reduce the capital. If you can tell me that this stock is part of the original stock in which the capital was originally invested, then I am satisfied. There must be some relation between the cause of the petition and the petition itself. You cannot merely reduce the capital of a company because business has been bad.

Mr. Pollock—The capital of a company in a business sense would be the stock.

His Lordship—The capital is fully paid up. It seems to me it would be just as reasonable to annihilate altogether the capital.

Mr. Pollock—You couldn't do that. It is simply a question of liabilities and assets.

His Lordship—You cannot say the capital of a company must be represented by its stock. A man with a capital of \$15,000 may have \$300,000 worth of stock if he has a very flourishing concern. You wouldn't then increase your capital. Then, supposing the stock has diminished, why reduce the capital? It must not be imagined that the reduction of the capital is a sort of formality that must be gone through, he Court has got to sanction it.

Mr. Pollock—I quite appreciate that, my Lord.

Mr. Hinds was sent for, and on arrival his Lordship asked him—Is this stock, which you are advertising for sale, old stock in which the capital of the Company was originally invested?

Mr. Hinds—A very large portion of it.

His Lordship—Can you say approximately that that amount of old stock (\$45,000) in which you invested your original capital, is now on your hands?

Mr. Hinds—Yes.

His Lordship made the order applied for, and directed that notice should be advertised in different newspapers.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents in S. E.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room, Mr. O. McE. Measer (President) presided, and there were also present Hon. Mr. P. A. Hewett, Messrs. A. Shelton Hooper, H. Humphreys, Lau Chu Pak, Dr. Fossie (Medical Officer of Health), and the following officials: Dr. Macfarlane (Assistant Medical Officer of Health), and Mr. A. Gibson, (Secretary).

FOOT AND MOUTH DISEASE.

The Colonial Veterinary Surgeon (Mr. A. Gibson) reported that the sheds Nos. 4 and 5 Sassoon's Villa in which foot and mouth disease was reported to exist had now been cleaned and disinfected: all the animals had the disease and had now recovered. He, therefore, recommended that the sheds be no longer regarded as an infected area.

On the motion of the President, seconded by Mr. Hooper, the recommendation was approved.

The Colonial Veterinary Surgeon reported another outbreak of the same disease at the Dairy Farm Company's premises No. 6 shed Sassoon's Villa, where there were 12 cows and one bull. He recommended that the shed be declared an infected area.

A motion approving of the recommendation was carried, Mr. Gibson stating in reply to Mr. Hooper, that only one young calf had died.

FLOOR LININGS AND CEILINGS.

Draft bye-laws were submitted by the sub-committee appointed to consider the best means of providing for the removal of floor linings and ceilings. The proposed bye-laws provided that the Board might define any district or any portion of a district, as an area within which upon one month's notice being given, all ceiling and stair linings should be removed. The Board would have power to grant exemptions where they deemed desirable. The Sanitary Department should at its expense remove the ceilings and linings, lime wash or colour wash any exposed surface, and make the floors watertight. In lieu thereof the Department should grant compensation.

Mr. Hooper moved—Something more than painting and colouring exposed surfaces after ceilings are removed is in many cases required.

Mr. HUMPHREYS—I agree with Mr. Hooper. The Vice-President—Should the proposed bye-laws not be limited to areas other than the European reservation and the hill district?

Mr. Hooper—Where the Board or Department have power to pull down any ceilings it is provided that at the public expense the woodwork should be painted, and the walls colour washed and the ceilings lime washed. I said something more should be done. It is this: If we were to remove these ceilings we would find the plaster stuck to the battens and the battens nailed to the joists. This would have the rough timber exposed, in addition to which there would be broken cornices remaining all round. Therefore I should like to add that the walls where the ceiling was added be made good.

The President—I quite agree with that. The bye-law, as amended, became part of the bye-law.

A TEMPORARY SLAUGHTER HOUSE.

A slaughtering contractor applied for permission to establish a temporary slaughter house at Shamshui. In his petition he stated that there had been 40 head of swine less daily since the slaughter house had been removed from Matsukok, and that some holders sent their swine to Shamshui and so avoided paying fees. If his request was refused he dare not commence his contract, and was willing to forfeit his deposit of \$250, as he had already lost \$2,500.

Hon. Mr. HEWETT—The contractor should certainly be protected.

Mr. HOOPER—What is the departmental order referred to? I think the contractor should be protected.

The Vice-President—A road is nearing completion now which materially reduces the distance between the slaughter house and Shamshui district. Other roads will follow which will improve communication. The distances will be considerably less than from the Kennedy Town slaughter house to the Wanchai Market.

It was agreed to allow the contractor to rent a temporary place.

THE SPITTING HABIT.

Numerous letters were received from different cities in America and Australia together with copies of the bye-laws in force in those places for the purpose of dealing with offenders.

The Registrar-General minute—How many prosecutions will there be daily? Several hundreds I imagine. The extra work thrown on the police and Courts will be considerable. Has this been sufficiently considered? In spite of notices the emigrants (strangers to Hongkong and ignorant of the law) offend daily in this office. A constable should be stationed here. He will get plenty of cases.

Mr. LAU CHU PAK—Since notices were put up in my office and spittoons provided I have had no occasion to complain. If the same steps were taken everywhere, there would be no necessity for these bye-laws.

Mr. HUMPHREYS—There would be very few prosecutions. The fact of the offence being punishable would alone stop the nuisance to a great extent in public buildings, or semi-public buildings. Certainly notices should be put up, and spittoons provided as suggested by Mr. Lau Chu Pak.

Mr. HUMPHREYS—In reference to the minute of the Registrar-General that emigrants are ignorant of the law, if notices were put up, they would inform them of the law.

Mr. LAU CHU PAK—But the majority of them cannot read their own language.

Mr. HUMPHREYS—I don't wish to go the length of saying we should stop spitting in the public streets. I think we should put up notices in public buildings or semi-public buildings.

Hon. Mr. HEWETT—I think the regulations adopted by British Columbia appear to meet the case. They make spitting punishable by fine or imprisonment; that is, people found spitting in the side walks or public buildings. I think it is possible to introduce similar legislation here. It should be moderately exercised at first, and in time the majority of Chinese here would cease from spitting in sidewalks or in public buildings. I strongly recommend the Government to consider the advisability of legislation based on the regulations of British Columbia. I think it will have a very good effect in time.

Mr. LAU CHU PAK—Functional matters are much preferable to legislation among the lower class of Chinese. Unless you want to make it too unpleasant and drive this class of people out of the Colony, it would be advisable to take other measures.

The President—It appears to me that if spittoons were provided and notices were put up the objection would be done away with. Business men coming here wish to have few regulations as possible to which the Chinese object. It was said that a man could not sell things on the street; that of course, referred to hawkers. In the same way it would be said "You must not go to Hongkong, because you have got to swallow your spit." I think moral sanction would be better. The lower class Chinese do not carry handkerchiefs, and they naturally object to swallowing.

Mr. HOOPER—I notice from the papers that Singapore had drawn up a set of laws on the subject of spitting in the streets, and is enforcing them. I don't know what the law is, but it seemed that notices were placed all over the town calling attention to the fact that it was illegal to spit on the roadway. There is a difference between spitting in the street and spitting on the roadway. If a man spits on the roadway where ladies' dresses trail along, it is not only objectionable, but very unsanitary. Therefore I recommend in the first place that the Government be asked to instruct the Registrar-General to place notices on every lamp post and on every bill posting station where Government notices are generally put up, calling the attention of the public to the fact that it is illegal for them to spit on the places mentioned, and that notices in English and Chinese—which would be procurable by all residents on application to the Registrar-General—should be placed in public buildings. Not only in Government offices, but in Chambers where there were several merchants and there was one common staircase and common hallway. We should ask these merchants to provide spittoons, and make it an offence.

The President—We should first have to make it illegal.

Mr. HOOPER—I would suggest that this matter stand over for another six months, and in the meantime that we ask the Government to instruct the Registrar-General to issue notices that spitting is not allowed. It would have a good effect.

Mr. LAU CHU PAK—I understand that the Public Dispensaries sent round notices to explain sanitary measures, and that spitting was included in these lectures.

Hon. Mr. HEWETT—I regret that you, Sir, and Mr. Lau Chu Pak as one of the sanitary reformers of this Colony, and even Mr. Hooper, should have attempted to check what I think is a perfectly reasonable and legitimate legislation in the Colony. If any gentleman present would be good enough to second this I would move that the Government be recommended to introduce legislation based on the British Columbia regulation. If it is not seconded I will take steps to bring it before His Excellency. No hardship would be inflicted on anybody. It need not be too rigorously enforced, and in the long run it would tend to impress upon the Chinese the inadvisability of spitting promiscuously.

The Medical Officer of Health seconded.

The President—The question is, Are we going to punish people by fine?

After further discussion a vote was taken, two supporting the motion and two voting against it.

The President asked the Hon. Mr. Hewett if he would like the matter to be postponed for another fortnight.

Hon. Mr. HEWETT replied that it did not matter, as in any case he intended to take it further.

The President—What? Bring it up every fortnight?

Hon. Mr. HEWETT—Indeed, I'm not.

A "PENANG LAWYER."

Replying to a letter from the Secretary to the Chinese Consul General at Singapore who seeks information as to why a class of walking stick is called "Penang Lawyer" the *Free Press* says:—

Apart from the implied libel on the Penang legal profession the phrase must allude to the final convincing force of the argument and bellow when all strict argument fails. The term lawyer is held by Dennis to be a corruption of "lawyer" a species of stout cane growing in Penang. The carrying of these heavy canes or lawyers in days when might was right, may well have induced the humorous idea of terming them "lawyers."

FEEDING THE DALAI LAMA.

The Dalai Lama is now, Oct. 27th, studying Chinese daily in preparation for the Imperial entertainment which is to be given to him on the 29th instant, so that he may be able to memorise clearly in the presence of the Throne. The Japanese Minister sent a translator with a present of fruits and edible delicacies to the "Potala" on the 24th instant. The Russian Minister sent him a similar present. The American Minister has invited him to a dinner in the American Legation but the Dalai Lama declined. The dinner was accordingly sent over to him at the Yellow Temple. The German Minister has also sent him a present of foodstuffs. The Dalai Lama has notified the Board of Dependencies that he will remove from the Yellow Temple into the Young Wo Koon—Chinese Public Opinion.

JAPAN.

[FROM OUR CORRESPONDENT.]

TOKYO, Oct. 25th.

HAIL COLUMBIA!

The Great Fleet has gone, and the philosopher, magically transformed in the past week into a sort of cheering idiot, may settle down and ruminate on himself and mankind in general. Even as an onlooker, practically unconcerned in the affair, he felt carried away as the cheerful-looking sailors marched past and the enthusiastic Japanese relieved their overcharged feelings with thunderous *bansais*. There are critics who will still say it all means nothing; who cannot conceive the Japanese entertaining a genuine feeling of friendship for any foreign people. The reflection does not do credit to the critic's head or heart, but it is useless discussing the matter. Suffice to say that during the past week it has been all "Hail Columbia" and good fellowship, and everyone hopes the generous sentiment that has been aroused by the visit of the Fleet will remain among both peoples.

KURIHAMA AND THE PERRY MONUMENT.

Kurihama—the scene of Commodore Perry's first landing, where the American Friends' Society has erected a fine monument in commemoration of that historic event—has changed but little since Commodore Perry landed. It is a fishing hamlet on the Peninsula, a few miles from Yokohama. Perry landed a short distance from the village, on a sandy shore, and the most conspicuous object there to-day is the monument erected seven years ago in memory of the historic occasion. The monument consists of a plain piece of brown stone, flat and about 12 feet high. It is fixed at the bottom in cement and the base is built of stone about six feet high. It is a very plain but striking memorial. There are two inscriptions on the slab, in front the Japanese and on the back that in English, which runs as follows:—

"This Monument Commemorates the First Arrival of Commodore Perry, Ambassador from the United States of America, who landed at this place, July 14, 1853. Erected July 14, 1901."

Enclosed within the railings surrounding the monument are pine trees which, as shoots, were planted in 1901 by Viscount Kaneko, President of the Society and Admiral Rodgers, representing the United States.

OLD INHABITANTS' RECOLLECTIONS.

By far the most entertaining event of the day to those who accompanied the American Friends' Association (an authorised, but not very happy translation of *Boku Kyoku*) was the presence of two old men of Kurihama, witnesses of Perry's arrival, who were invited as honoured guests.

Recollections of old days they related for the benefit of a large company gathered round and they were pressed with questions regarding the appearance of Perry and his men and the appearance of the ship. One of the two who was eleven years old at the time of the visit, undertook to be spokesman and occupied the company for an hour with his personal impressions. As simple-minded to-day as 55 years ago, he could distinguish but little between foreigners, and upon a questioning whether your correspondent bore any likeness to the Commodore, replied with great emphasis in the affirmative, which was greeted with loud laughter. But by this time the other old man of the company were getting jealous because their friend had the distinction of monopolising the whole company with his memories. Consequently, almost everything he said was now being contradicted in malicious undertones by one aged eighty and the other who was over sixty. The patriarch of the three was unfortunately not present at the time of the visit, but had learned a great deal from those who were and therefore thought himself authorised to put in many sides, being egged on by the more mischievous of the bystanders. It appears his interesting discussion was carried on till late in the day when at least a dozen villagers reinforced the patriarch in an attempt to wrest the honours from the spokesman, and related stories of the Commodore's visit told by their fathers.

A WEEK OF DISORGANISATION.

The first day of the Fleet at Yokohama and Tokyo was but a fore-runner of the days to follow. Elaborate decorations and splendid welcome arched adorned shops and streets and the huge crowds disorganised everything. Twenty-five hundred tars, with hundreds of officers, were ashore every day enjoying free tramway and railway rides, free drinks, free lunches, everything free! Wherever the men gathered in groups, there would be interested, gaping crowds, watching with delight the movements of the tars. At five centres in the parks in Tokyo, the American Friends' Association had rigged up large tents, where free beer and lunches were dispensed. Here the men gathered daily in large numbers, and there is no question that they appreciated this accommodation as a place of rest and a centre where they could get information for their little excursions into the by-ways of the city. On the last day was the greatest citizens' reception in Hibiya Park, to which 3,000 men were invited. The men spent six full days ashore and were royally treated and will not forget it when they get home. For the officers there was a series of the most elaborate receptions, official and private; and they likewise leave Japan harbouring only the most kindly thoughts, while both officers and men freely confessed that they left San Francisco in a very different mood, influenced by the spirit then prevailing.

THE ORIENTAL "WALK THIS WAY."

During the stay of the Fleet there was only one dominant figure in the firmament of the Japanese shopkeeper of Yokohama and Tokyo, namely, the ubiquitous Tar. He rolled along in three and four and spent money royally, doubtless persuaded so to do by such announcements as the following:—

WELCOME.

TO OUR MIGHTY MEMBERS OF THE AMERICAN FLEET.

We propose to discount 10 per cent. of the price of goods in our store, specially for Members of the American Fleet. Kobayashi watches and fine goods store is the oldest and the most reliable one in Japan, and at present is making service to the Imperial families, the Department of the Imperial Household and many other noble. The pictures shown below, which were presented to H. I. H. the Prince Takeda-Miya by the high officials of the Department of State for War to congratulate his marriage are the photographs of a pair of golden and silver flower vases which were manufactured by our store. How beautiful and fine they are!

Oh! our dear Members of the American Fleet! Please let us have the honour to see you in our store, and we show you the best of Japanese fine goods.

What sailors could resist such honeyed words!

THE STRAITS LONG-CREDIT SYSTEM.

Dealing with the meeting held at the offices of the Borneo Company in Singapore for the purpose of arriving at an agreement to reduce the terms of credit, the correspondent of "The Times" says:—

Generally speaking, it may be said that the credit system by the leading English houses here is as follows:—The goods are sold on rough goods and provisions, 90 days. The large German houses give three months credit, and are not so pressing in demanding payment on due date; while in a few exceptional cases foreign houses have been giving six months' credit, but have not pressed for payment for nine months. At the meeting of the importers at which British, German, Dutch, and Swiss houses were represented, it was mentioned that 25 years ago most goods were sold for cash, paid on delivery, or as soon as the bills were made out, the buyer receiving 3 per cent. discount. Later, the custom was extended to cash in 30 days, less 3 per cent., and so on until the present unsatisfactory terms became current. It means that if the importer desires to show the actual cost of his goods he has now to add a much higher percentage to his cost than he did a few years ago, owing to the extended credit he is now given. British, Dutch, and the Netherlands are pre-eminent in respect of the long credit system, but in Java there has recently been some improvement. In China, the Philippines, Borneo, and India, importers incur much less risk, owing either to terms of credit being much shorter or to a guarantee system being in force. In the last nine and a half years, importers have lost in the Singapore market no less than \$3,270,000, and even allowing for dividends and compositions (amount of \$1,000,000), the net losses are over \$2,000,000. Startling enough as this figure is, it is generally believed that Penang importers have suffered more severely by rate.

At the half-yearly meeting of the Penang Chamber of Commerce, the chairman (Mr. Cecil Guinness) said that one thing might be gained by the late trouble, and that was to give a death-blow to the unhealthy system of doing business on long credit. All the speakers at the Singapore meeting were of the same opinion as Mr. Guinness, but there was a difficulty in getting the representatives of the importing houses to agree to a rigid system of restricted credit. One merchant proposed the following terms on which goods should be sold:—Cash on delivery, 5 per cent. discount, 30 days credit, 3 per cent. discount; 45 days credit, no discount; and on no account should credit exceed 45 days. He proposed the formation of an importers' association under the auspices of the Chamber of Commerce, and that the committee of members in this regard, the rules. He also proposed giving the dealers six months' notice of the change. Subsequent speakers doubted whether the different houses would agree to this hard and fast system, and eventually a committee was appointed to go into the matter thoroughly.

Great diversity of opinion exists, and at the last meeting, when it was proposed to notify the goods dealers that from the Chinese New Year (Jan. 29) the terms of credit would be strictly limited to 60 days for payment of goods bought, an amendment was carried deciding not to do anything unless every godown (business house) found itself in a position to agree and abide by the original proposition. This utilitarian amendment would, apparently, leave matters where they were but it is satisfactory to be able to state that several of the big houses are enforcing their own terms of short credit, and hope it is not long before the attempt to bring all the houses into line will not be entirely abortive.

MARINE INSURANCE.

The writer of the notes in the *Times* on the marine insurance market says:—

In a recent issue of a Japanese journal attention was called to the difficulty experienced by the local marine insurance companies in reinsuring their risks with foreign companies. It has been pointed out before in these notes that the criticism published from time to time in the Japanese Press is directed, not against the ocean liners with which London is concerned, but against steamers carrying on the local coasting trade. Underwriters have largely abstained from covering these steamers because, although the vessels of the big companies are regarded as first-class risks, the local vessels are necessarily in a different category.

The same journal gave some interesting figures with regard to the recent large increase in disasters to Japanese shipping, and pointed out that last year the tonnage of Japanese steamers which were lost amounted to \$9,000, against an average yearly loss of 25,000. This year, from April to August, the losses were again 25,000 tons, so it is feared that, when the losses during the dangerous period between October and March are added, the toll for the twelve months will be found to be exceptionally heavy.

In some quarters this increase in the number of accidents is considered to be the indirect result of the general trade depression, which has prompted Japanese shipowners to take more risks, while others the opinion is held that they are partly due to mishaps occurring to inferior boats, which were acquired in large numbers during the Russo Japanese war. A Shanghai newspaper published some time ago, some correspondence on this subject, in which it was suggested that the competency of the majority of the Japanese master mariners left a good deal to be desired, owing to the lack of sufficient experience. The granting of master's certificates to men without proper experience, if it is done—as is the case for which the Japanese Government is responsible; and it is urged that an investigation should be made as to the truth of the allegations against Japanese captains.

LATE TELEGRAMS.

[FROM CAYLON PAPERS.]

DEATH OF MR. ARTHUR JEPHSON.

London, October 23rd.

The death is announced of Mr. Arthur Jephson who served in the Elin Pasha Relief Expedition.

A LADY "MAYOR" APPOINTED.

London, October 23rd.

Miss Dove, Principal of Wycombe Abbey, has been nominated Mayor of High Wycombe. This is the first time in history that a lady has been so nominated.

A NEW CANAL.

London, October 23rd.

The Glasgow Corporation has decided to request the Government to sanction the construction of a ship-canal joining the Forth and the Clyde, thus linking the North Sea with the Atlantic Ocean. The plans are ready.

London, October 23rd.

The final round of the Association Football Tournament, in connection with the Olympic Games, has resulted in the victory of Great Britain over Denmark by two goals to nil.

London, October 24th.

The voting for the election of the Lord Rector of Glasgow University has resulted as follows:—

Lord Curzon ... 947
Mr. Lloyd George ... 935
Mr. Kair Hardie ... 122

For the Lord Rectorship of Edinburgh University Mr. Wyndham defeated Mr. Winston Churchill.

London, October 24th.

The suffragette leader, Mrs. Pankhurst and Mrs. Drummond, have been bound over in sureties of £200 or three months' imprisonment, in default, and Miss Christabel Pankhurst in surety of £100 or ten weeks' in default. They elected to go to prison.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.

Advertisements and Subscriptions which are not received for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication, after that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.O., 5th & 12th.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.

THE Undersigned having been appointed AGENTS of the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates.

CRUZ, BASTO & Co.
Hongkong, 11th November, 1908. 1548

WANTED.

EUROPEAN ASSISTANT required, Accounts, Correspondence, etc.

Apply by letter to—
A. B. C.
Care of "Daily Press Office."
Hongkong, 11th November, 1908. 1549

TO LET.

ROOMS in HOTEL MANSIONS, suitable for Offices or Chambers.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings
Hongkong, 11th November, 1908. 1550



GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. TO-MORROW, the 12th Nov, 1908.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

H. D. STACPOLE, Lt.-Col. A.E.D.,
Treasury Chest Officer.
His Majesty's Treasury Office,
Hongkong, 10th November, 1908. 1551

AT PRESO FETE in aid of the funds of the SOCIETY OF ST. VINCENT DE PAUL.

Under the Most Distinguished Patronage of H.E. the Governor Sir FREDERICK LUGARD, G.B., D.F.O.

To be held in the Compound of THE ROMAN CATHOLIC CATHEDRAL, on SUNDAY, 15th NOVEMBER, 1908, from 9 P.M. to 11 P.M. Admission Ticket \$1.00 which entitles to a Souvenir Pavilion on the evening of the Fete only.

THE Public are respectfully invited to inspect the various stalls from 2 to 7 P.M. on 15th inst.

Tea and Cakes will be served during the afternoon.

By kind Permission of the Commanding Officer and Officers, the Band of the 13th Rajapala will play from 9 to 11 P.M.

Tickets can be obtained at Messrs. GRACA & Co., 27, Des Vaux Road and at the Roman Catholic Cathedral Compound on SUNDAY, the 15th inst., from 9 A.M. to 7 P.M., and at the Gate on the night of the Fete only.

ALTERATION.

DOUGLAS STEAMSHIP CO. LTD.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship—
"HAIYANG"

Capt. Hodgins, will be despatched for the above Port on FRIDAY, the 13th inst. at 11 A.M.

For Freight or Passage, apply to
DOUGLAS, LARSEN & CO.,
General Managers,
Hongkong, 10th November, 1908. 1546



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"E. FRANZ FERDINAND."

Captain Nilsen will leave for the above places on WEDNESDAY, the 18th inst., at 11 A.M.

This Steamer has special accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents,
Pine's Building,
Hongkong, 11th November, 1908. 3

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAVRE AND ANTWERP.

THE Steamship

"GLENHURST."

Captain K. Webster, will be despatched as above on SATURDAY, the 21st November.

For Freight or Passage, apply to
MCGREGOR, BROS. & GOW,
Hongkong, 10th November, 1908. 1547

NEW ADVERTISEMENT

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIO,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 10th November, 1908. 8

PUBLIC COMPANIES

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

A FINAL DIVIDEND OF ONE SHILLING and SIX PENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15% for the year ending 29th February, 1908.

Coupon No. 11 is Payable on 2nd November, at the Chartered Bank of India, Australia & China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN TOMES & Co.,
Agents.

Hongkong, 2nd November, 1908. 1521

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE IS HEREBY GIVEN that at a MEETING of the Board of Directors of the above Company, held on the 2nd day of November, 1908, Mr. CHOI SIK CHUEN was appointed Acting General Manager in the place of the undersigned who has resigned that position.

CHINA COMMERCIAL S.S. CO., LTD.,
WONG MANAI,
Acting General Manager.

Hongkong, 9th November, 1908. 1542

GREEN ISLAND CEMENT CO., LTD.

LOST SHARE CERTIFICATES.

No. 6473-297869/297888-18 Shares in name of LI LUM.

No. 6476-298187/298252-68 Shares in name of LI MAN HING.

No. 6477-298253/298352-100 Shares in name of LI LUM and LI KAY TONG.

NOTICE IS HEREBY GIVEN that DUPLICATES of the above CERTIFICATES will be issued one month hence, and the Original Certificates unless produced at the Office of the General Managers within that period, will be held by the Company as null and void.

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 18th October, 1908. 1440

A LING & CO.

19, QUEEN'S ROAD CENTRAL

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong 31st July, 1907. 1448

A TACK & CO.

26, DES VEAUX ROAD, CENTRAL.

JUST LANDED

A LARGE ASSORTMENT OF KODAK FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

Hongkong, 10th September, 1908. 81

DAVID CORSAIR & SON'S

MERCHANT NAVY

LONG FLAX

RELIANCE CROWN

TARPULING

ARNHOLD, KARBBERG & CO.
Sole Agents.

994

GOLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. 45

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 55SG. at 95, 87 and 75.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.,
Hongkong, 28th October, 1908. 1445

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. STEINSEN & CO.
Hongkong, 6th March, 1907. 43

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907. 535

INTIMATIONS

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL, November 30th 1908, and THREE PRAGMATIC DANCES, on WEDNESDAY, 11th, 18th and 25th November, from 6 to 7 P.M.

Boatmen (Naval, Military, or Members of the Civil Community) desiring to subscribe to the above are requested to forward their names to the undersigned.

No Seaman can attend the Dance and Practices but as a Subscriber.

DAVID WOOD,
Hon. Secretary.
Hongkong, 7th November, 1908. 1399

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—
B. L.
Care of "Daily Press" Office.
Hongkong, 13th November, 1906. 1371

WANTED.

ON Lower Levels for 3 months from 1st December, 1908, well FURNISHED HOUSE of 5 or 6 Rooms. Good Rent will be paid.

Apply to—
LINSTED & DAVIS.
Hongkong, 28th October, 1908. 1493

NOTICE.

LADIES, YOUR KIND ATTENTION, PLEASE!

HOOSAIN-ALI & Co., beg to announce another GREAT CLEARANCE SALE

ONE MONTH ONLY.

SUMMER AUTUMN AND WINTER GOODS.

All at BED ROCK PRICES.

Don't miss this opportunity.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road, Central.
Hongkong, 1st October, 1908. 651

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. 35 & 37, HING LOON STREET, (2nd Street, west of Central market) Telephone No. 515.

GRACA & CO.
(Established 1895.)
No. 27, Des Vaux Road, opposite the P. & O.'s Office.

Dealers in Rare Asiatic and Foreign Postage Stamps.

View and Artistic Postcards.

Novels, Cigars and all other Philatelic Goods.

Now on view a fine collection of 4,800 STAMPS for \$750.

Inspection cordially invited. 1873

OK. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 1261

SIEN TING

SURGEON DENTIST.

No. 10, D'ARIGULAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 31st September, 1905. 1327

FOR SALE.

FOR SALE.

THREE GOOD BUTTERFLY CABINETS.

For particulars address—
"ENTOMOLOGIST"
Care of "Daily Press" Office.
Hongkong, 8th November, 1908. 1541

FOR SALE.

FOR SALE.

A FIVE ROOMED HOUSE, No. 115, The Peak. With possession from 1st May, 1909.

Apply to—
H. W. SLADE.
Hongkong, 13th October, 1908. 1422

CHINA EXPRESS CO.,
3, DUNDRELL STREET.

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

GOREZ-ANSHUTZ FOCAL PLANS CAMERA, PHOTO MATERIAL, DRYERS and CHEMICALS. Hongkong, 5th August, 1908. 1050

TO LET.

TO LET.

A HOUSE in KNOTSFORD TERRACE ROWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 1st November, 1908. 155

TO LET.

TO LET.

GROUND FLOOR ROOMS in No. 2, PEDDER'S HILL.

Apply within.
Hongkong, 9th November, 1908. 1535

FROM 1st DECEMBER, 1908, "FUNG SHUI," 121, PLANTATION ROAD, THE PEAK. This House which is admirably situated and within easy distance of the tram, is fully furnished, and contains Drawing and Dining Rooms, Three Large and One Small Bedrooms, Dressing and Bath Rooms, Centry, Kitchen and Laundry, Servants' Quarters, Foyer, Hall, Large Vegetable Garden (planted with English seeds) Flower Garden and Lawn.

For further particulars apply to—
JOHNSON, STOKES & MASTER,
Solicitors,
8, Des Vaux Road Central.
Hongkong, 8th November, 1908. 1536

TO LET.

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—
SCHULDT & CO.
Hongkong, 23rd July, 1908. 1013

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portion of MARINE LOT No. 31 & 26 on PRAYA EAST—Approximate AREA 43,000 SQUARE FT. 998 YEARS LEASE.

For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. 184

TO LET.

TO LET.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RIFON TERRACE, No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road. OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUM BUILDINGS and No. 18B, Des Vaux Road next to the HONGKONG HOTEL.

PLATS in MORRISON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st November, 1908. 58

TO LET.

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NO. 3, OBSERVATORY VILLAS, Kowloon, FIVE-ROOMED HOUSE with Electric and Gas Lights. Tennis Court, etc. Moderate Rental.

Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 26th September, 1908. 1352

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2, BEACONSFIELD ARCADE, facing the Parade Ground.

GRAIG HYRLE, No. 4, Peak.

NO. 55, ELGIN TERRACE.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor (over Coldbeck MacGregor).

OFFICES in Queen's Road Central.

BELLIS TERRACE HOUSES, ROBINSON ROAD.

A GODOWN in DUNDRELL STREET.

No. 3, DUDDLELL STREET Shop.

No. 2, DES VEAUX VILLAS (PRAYA).

Apply to—
LINSTED & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 3rd November, 1908. 89

TO LET.

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—
YEE SANG FAT & CO.
Same address.
Hongkong, 28th January, 1907. 270

TO LET.

TO LET.

GODOWN, No. 6A, DUDDLELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 1st November, 1908. 823

TO LET.

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. WATSON & Co., Limited.
Hongkong, 23rd April, 1907. 91

TO LET.

TO LET.

COAL YARD. Immediate Possession.

A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchoi, Praya East.

Apply to—
N. MODY & CO.,
Hongkong, 23rd July, 1908. 1342

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TO LET.

GODOWN, No. 97, PRAYA EAST.

Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 19th October, 1908. 1452

TO LET.

TO LET.

NO. 52, CAINE ROAD.

Apply to—
SAM WANG CO. LTD.,
81, Queen's Road Central.
Hongkong, 30th September, 1908. 190

TO LET.

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BERTHOLWYN, PEAK ROAD, from 1st March next. Excellent furnished, Hot and Cold Water laid on. Tennis Court and Swimming Bath.

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THE GLORIOUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

OARLOWITZ & Co.
Hongkong, 13th August 1908 23

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907
£18,114,624.

I. Authorized Capital.....£2,000,000
Subscribed Capital.....2,750,000
Paid-up Capital.....687,500 0 0
II. Fire Funds.....3,065,374-15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1907 1019

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THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 5th September, 1908. 114

MITSUBISHI GOSHI KAISHA (MITSUBISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA OCHI HOJO, NAMAZUTA, SAYO, SHINNEW, and KAMAYAMADA Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO, and KIGYO KOMATSU Coals.

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Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS:—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & CO.
MANILA: Messrs. MACDONALD & CO.
For Particulars apply to

H. OISHI, Manager,
No. 2 Pedder Street, Hongkong.
Hongkong, 7th August, 1908. 716

AS SUPPLIED TO THE HOUSE OF COMMONS.

THORNE'S OLD VAT



PER CASE \$15.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

APIOLINE (CHAPOTEAUT)



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For functional troubles, delay, pain, and those irregularities peculiar to the sex.
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CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

THE DIRECTORY AND CHRONICLE FOR 1909

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.
Hongkong, 15th February, 1908.

NOTICES TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"PALERMO,"
FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.
Hongkong, 9th November, 1908. 1

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ LUDWIG,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th November, at 3.30 a.m. All Claims must reach us before the 15th November, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This steamer brings cargo ex s.s. "Cobito" from Venice.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 6th November, 1908. 5

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th Dec., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 p.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 6th November, 1908. 1538

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3.30 a.m. No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 6th November, 1908. 4

S.S. "ARMAND BEHIC," COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London or s.s. "Dordogne" and "Douro," from Havre ex s.s. "Douro" from Bordeaux ex s.s. "P. Morel," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon on the 15th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after Monday, the 16th Nov., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th Nov., or they will not be recognised. All damaged packages will be examined on Monday, the 16th Nov., at 3 p.m.

No Fire Insurance has been effected.

P. NALLIN, Acting Agent.
Hongkong, 9th November, 1908. 2

SUNKEN GOLD.

TERRIBLE ADVENTURE.

The New York correspondent of the London Daily Telegraph wired on the 10th ult. that, "Stashed in the jaws of death, six 'Varsity men, all bearing traces of severe hardship, arrived here at midnight. To a little group of past and present colleagues of Yale and Harvard they described the tragic shipwreck of the yacht 'Mayflower,' which years ago in two straight races beat the British sloop 'Galathea' in the race for the America Cup. The 'Mayflower,' met with disaster during a hurricane 500 miles east of Watling Island, the original San Salvador of Columbus. Her crew composed of gentlemanly treasure hunters, fired with the ambition of seeking fortune from the hold of a sunken Spanish galleon, at a spot which had been located in the Caribbean Sea, experienced within three days enough of danger, suffering, and likewise seasickness, to last them for the rest of their natural lives. The professional sailors who had accompanied the American 'Varsity men aboard the 'Mayflower' remained at Baltimore, to which port those rescued had been brought by the frigate steamer 'Hippolyte Dunois.'"

"Shall you resume your search for sunken gold?" I asked of a Harvard man, once a famous football player "and charter another boat?" For reply, he gave me a look sufficient to freeze one's blood, and turned away. Other members of the party, however, who were more tactfully approached, agreed unanimously that their last for sunken Spanish gold had been entirely conquered, and never again would they tempt fortune in the Caribbean Sea. Mr. Roger Derby, of Harvard, amplified the story of the wreck of the 'Mayflower,' the climax of the tale the 'Mayflower' actually dipped her masted into the sea, and the water rose to her skylights. After a terrific pounding the crew cut away the rigging and backed away the mast. In the 'Mayflower's' long stern were three tons of dynamite, and each crash jarred the stern in such a way as to suggest that an explosion might take place at any moment. With the hatches awash, and at the mercy of the tremendous seas the colleagues spent three terrible days and three sleepless nights.

It was not until Sunday that the 'Hippolyte Dunois,' after two hours' manœuvring, succeeded in getting a lifeline across to the dismantled yacht, and by this means men after men were dragged into safety aboard the steamer. Two days before they had practically given up all hope of rescue, for by box they had thrown overboard three tons of dynamite, but, to their horror, they found that each box floated, and it was not until the boxes became saturated, and ceased bobbing around the derelict vessel, that all danger of explosion ceased.

But by this time (to quote my informant) we were reduced to such a state that nobody seemed to care very much whether we were blown to atoms aboard the ship, whether we starved, or whether we drowned—it was all one to us. To lighten the ship we also jettisoned barrels of flour and beef to the amount of nearly three tons.

Before the arrival of the 'Hippolyte Dunois,' another steamer, named the 'Ran,' of Bergen, a Norwegian tramp, tried to rescue the colleagues, but she was heavily laden, and was completely awash fore and aft. The 'Ran' was unable to launch her boats on account of the heavy sea, but she let go a lifebuoy, with a line attached to it, the hope that it would drift to the 'Mayflower.'

Mr. Noyes, a young Harvard graduate, stripped and grappled himself with oil, dived into the raging sea and swam for the trailing line. He made it fast to the lifebuoy about his waist, and was towed back to the 'Mayflower.' "It was a gallant action," said Mr. Derby, "because a 10-foot shark was alongside." All agreed that Noyes, who is a little fellow, was the bravest man aboard.

However, to agree was the gale that the Norwegian tramp could do nothing further to help, and stood by, as another vessel this time the 'Hippolyte Dunois,' hove in sight. It was now Sunday morning, and the weather had somewhat abated. Captain Danielson, of the 'Hippolyte Dunois,' after several attempts, shot a lifeline across the Mayflower's deck, and all were saved. The 'Mayflower's' timbers had parted, and the old racer was rapidly sinking when the gentlemen adventurers and the other members of the crew left.

AMERICA AND CHINA.

A TREATY OF ARBITRATION.

The New York correspondent of the *Globe*, in a dispatch dated the 10th ult., says:—
It is announced from Washington that on Thursday last Mr. Root, Secretary of State, and Mr. Wu, Chinese Ambassador, signed a treaty of arbitration between the United States and China. This explains the Ambassador's frequent visits of late to the State Department, and to some extent the persistence of the rumors that negotiations were proceeding for a treaty of alliance between the two countries.

As was pointed out here, the United States can enter into alliance with no foreign Power, but that prohibition does not, of course, apply to treaties of arbitration or friendly understanding. There is not the slightest doubt that the relations between the United States and China are of an exceptionally close and cordial character. The Washington Government is fully alive to the vast importance to this country from a commercial point of view of maintaining intact the principle of the open door, and is watching with a suspicious eye the policy of Japan at Manchuria, which, to outward appearance at any rate, would seem to indicate an intention to close the door of commercial and trade opportunity to all but Japanese.

In particular the dispute between Japan and China over the Heimin-tun-Pakumen Railway is being followed by the Washington Government with the closest attention, and if the Japanese Government should persist in vetoing the construction of that line, it is certain that the United States Government will protest. The importance of this question is well understood in Washington, and among the big business interests concerned in the opening up of China.

The whole world was certain to benefit, and this country not less than others, by the development of railway communication in China, but this has been seriously checked by the action of the Japanese Government, which, in effect, has claimed that China has not the power to construct railways even from one point to another within the well defined borders of Chinese territory. That at any rate is the deduction drawn here from the Pakumen railway veto.

Tokyo dispatches state that a special Chinese envoy has been sent to Tokyo to negotiate a friendly settlement. It is hoped here that he will be watched and reported upon by the American diplomatic representatives, and doubtless also by the British, for the interests of the United States and England are thought to be closely connected in this matter.

A LOVER OF MYSTERY.

PEN PICTURE OF THE PRINCE OF BULGARIA.

Descending from the picturesque Café Egor-lander at Marienbad one day in August 1904, I observed a curious procession laboriously climbing the hill pathway, the front walkers a tall, bearded gentleman with a very aged and very little black-robed lady leaning on his arm. Behind them followed four martial-looking gentlemen with fierce black mustaches, set up à la Guillaume, then two nuns in spotless white, leading the two smallest of four children, ranging in age from ten years downwards, by the hand, then two men-servants carrying rugs and overcoats, and, finally, bringing up the rear of the pageant, came five members of the local "secret" police, their honest rustic faces (known by everybody) expressing a delightful mixture of profound mystery and awed attention.

A dense and painfully intrusive crowd of sightseers (stuporously removing heavy weights of all nations doing the same) snatched merrily in the wake following the procession step by step with sublime patience and endurance.

This occurrence presented a daily picture of his Royal Highness the Prince of Bulgaria and his mother, the famous Princess Clementine of Coburg, out for a "quiet stroll" on the promenade.

On turning a corner at the foot of the hill I nearly ran into the arms of two quiet gentlemen in green Tyrolean hats, briskly descending the incline to the tune of a softly-whistled Austrian "Alpenlied," propelling themselves by means of a pair of formidable-looking native sticks, and absolutely unnoticed by anybody—merely the King of England taking the first half of his daily exercise, accompanied by an Equerry.

NOT POLITICAL.

Prince Ferdinand's visit to Marienbad, it was carefully announced at the time, had nothing whatever to do with politics; nothing but reasons of health could ever have induced his Royal Highness to honour that obscure corner of the earth with his presence.

Eight days after his arrival at Marienbad he had an informal conversation with King Edward at the Hotel Weimar, after which the prince seemed to possess no further charms for the Prince of Wales.

It was no secret that the chief subject of the conversation, which devolved upon the perpetual question of Bulgarian independence and England's recognition of Prince Ferdinand's kingship, resulted in true disapprobation. Princess Clementine was present at the interview, the gist of which never transpired, but two days later the presence of the Prince was urgently required at some "family function" in Coburg, thus abruptly terminating his tour.

The web of a truly sphinx-like mystery with which the Prince always loved to surround himself, even to his most trivial movements, was never for a moment raised during his stay in Marienbad. The innate passion for romantic pose, which seems to run in the family, was never relaxed. "Plots" were scented everywhere, and the royal person was guarded with a proportionate jealousy that would have done honour to the rulers of an Eastern potentate.

PRINCE INTERVIEWED.

Through the good offices of an Austrian statesman, I managed to obtain a short interview, with his Royal Highness, on the express condition of "strictly unpolitical topics."

At close quarters I found the Prince a most courteous gentleman with absolutely no suspicion of mannerism of "side" about him, a fluent conversationalist, and an intelligent observer of men and matters.

He spoke French with a pronounced German accent, in spite of his French extraction, and German with the easy disregard for grammar peculiar to the Austrians.

His manners were distinctly French, including the lifting of eyebrows and shoulders, signifying humorous application, and an easy Napoleonism, or rather Orleanism, wave of the hand, but his restless eyes, sorrow complexion, and somewhat heavy features betrayed an impious liver and a nervous disposition.

In reply to one of my questions regarding his future movements, he replied with a short, weary laugh: "Now you ask me a question I have not been able to solve myself the last ten years, I am a 'telegram man,'" he added, and seeing my perplexed expression he continued: "Yes, you don't know what that means, I composed the phrase myself. A telegram man (in Telegraphen Mensch) is an individual, such as I, whose movements are entirely controlled by wires and despatches. If, for example, a certain important despatch arrives here this evening, I may have only half an hour's grace to leave this pleasant town for a destination as yet unknown to myself."

DESIGNED SADNESS.

The Prince uttered these words in tones of unfeigned mystery, while his face assumed an expression of resigned sadness, invoking sympathy.

I was anxious, before leaving, to obtain possession of the Prince's autograph for my collection, and the request was readily granted. As there happened to be no suitable paper available, the Prince took from a drawer an ordinary postcard signed it "Ferdinand, 1904," and handed it to me, remarking genially:—

"I am awfully sorry I haven't anything better. You will observe that this picture in (after an old photograph, and that my hair (pointing to his almost denuded pate) 'was once a beautiful thing; my nose, alas! always remains the same; it never grows shorter!'"

At this juncture one of the officers attending at the door entered and, although in multi, he saluted in smart military fashion, announcing something in his native tongue, which, judging from his serious demeanour, I took to be a message of the gravest political importance.

Again the Prince's features grew cloudy and mysterious. He gently waved the officer out of his presence with an air of apprehension and hastily terminated our interview.

As I was in the act of retiring the officer re-entered, ushering in two gentlemen who had apparently caused the stir. I knew them both from reputation—one a pediatricist and the other a message specialist from Carlsbad, whose they had been summoned by telegraph, as I learned later, because the Prince did not place sufficient faith in local agents of those useful arts!

Thus at least one little mystery was satisfactorily explained!—K. P. N. in the *Daily Mail*.

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SOLD IN BOTTLES EVERYWHERE.

THE MITSUBI BUSSAN KAISHA SOLE AGENTS.

TO BE OBTAINED EVERYWHERE.

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For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

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Perfect Personal Cleanliness.

Freedom from Skin Irritation.

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Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification exuded by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Calvert's Carbolic Prickly-heat Soap

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need? Each suits the climate.

BOVRIL

When you ask for

do not take a cheap imitation. BOVRIL is all I feel and is a standardised strength-giving food.

Always have BOVRIL handy.

By Royal Warrant to His Majesty the King.

SHACKELL'S "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET

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SHACKELL EDWARDS & CO., LTD.

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ESTABLISHED 1781.

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Hongkong, 16th October, 1907. 723

SANG MOW. RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.
BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

報新外中港香 CHUNG NGOI SAN PO (Chinese Daily Press).

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Documents translated from or into Chinese or Colloquial Chinese.

SHIPPING.

ARRIVALS.

AMARA British str. 1,568, C. J. Matlock, 10th Nov.—Wakamatsu 4th Nov., Coal—Jardine, Matheson & Co.
 FUKUSA MARU, Japanese str., 1,946, Kumawachi, 10th Nov.—Mojji 4th Nov., Coal—Matsun Bus n. Kishu.
 HIKOSAN MARU, Japanese str., 2,302, Masuda, 10th Nov.—Kobuchinetsu 4th Nov., Coal—Mitsui Bussan Kaisha.
 KINYAMBA, German str., 616, Hank, 10th Nov.—Fukuhai and Hoihow 8th Nov., General—Jobson & Co.
 RUBI, British str., 1,811, R. W. Almond, 8th Nov.—Manila 7th Nov., General—Shewan, Tomes & Co.
 SUVERIO, British str., 1,000, Wm. Shoston, 10th Nov.—Manila 7th Nov., Four and General—Doddwell & Co.
 WOSANG, British str., 1,127, L. F. G. Narey, 10th Nov.—Newchwang and Chefoo 4th Nov., General—Jardine, Matheson & Co.
 ZWERNIA, British str., 841, A. Ramsay, 10th Nov.—Samarang 30th Oct., Sugar—China.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 10th November.
 Germania, German str., for Tournay.
 Glenfalloch, British str., for Amoy.
 Kankura Maru, Japanese str., for London.
 Palermo, British str., for Shanghai.
 Sheshu Maru, Japanese str., for Swatow.
 Sunghia, British str., for Cebu.
 Wosang, British str., for Canton.

DEPARTURES.

10th November.
 AXI MARU, Japanese str., for Seattle.
 AMARA, British str., for Canton.
 AKIMARU, French str., for Shanghai.
 BURNFORD, British str., for Mira Bay.
 CROISING, German str., for Swatow.
 HACHING, British str., for Swatow.
 KENT, British str., for Mira Bay.
 KING ALBERT, British str., for Mira Bay.
 MACBETH, German str., for Shanghai.
 MONMOUTH, British str., for Mira Bay.
 PITCHBUR, German str., for Bangkok.
 POLYNESIAN, French str., for Europe, &c.
 TAME, British str., for Manila.
 YOCHEW, British str., for Shanghai.

SHIPPING REPORTS.

The British str. Rubi reports: Fresh monsoon and high sea.
 The British str. Amara reports: Encountered fresh monsoon and high sea.
 The British str. Wosang reports: Strong Northerly and North Easterly winds, and high seas throughout voyage.
 The British str. Suverio reports: Sighted a portion of terra firma covered with bamboo, about 80 by 20 yards which looked like a floating island.
 The British str. Zwernia reports: North of Paracels strong N.E. wind and high sea, hard squalls with rain. South of Paracels variable wind with heavy rain.

VESSELS IN DOCK.

November 10th.
ADMIRAL DOCKS.—H.M.S. Whiting, Aquilla, Usher, Kaituma, A. Apoor, Felchaburi, Sai Tai, Hsiaoang.
COSMOPOLITAN DOCKS.—Tijltup.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR."
 Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 12th inst., at Noon, instead of as previously advertised. For Freight or Passage apply to
 DAVID SASSON & Co., Ltd., Agents.
 Hongkong, 11th November, 1908. 1543

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

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 Captain Hood, will be despatched as above TO-MORROW, 12th Nov., at Noon.
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 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
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THE Steamship

"DELHI."
 Captain J. D. Andrews, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY the 14th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's str. "CHINA," 8,000 tons, from Calcutta, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable, all cargo for France en route for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egyp," due in London on the 26th December, 1908.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.
 For further particulars, apply to
 H. A. BEWITT,
 Superintendent.
 Hongkong, 2nd November, 1908. 1

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	On 14th inst., at Noon.
LONDON, HAYRE & ANTWERP	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 21st inst.
LONDON, HAYRE & ANTWERP	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	About 30th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 2nd Dec.
HAYRE & HAMBURG VIA STRAITS, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 17th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 24th inst.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 24th inst., at 1 P.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 25th inst., at D'light
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 4th Dec.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 9th Dec., at D'light
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 22nd Dec.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 18th inst., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 22nd inst.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	About 1st Dec.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	About 30th inst.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 19th inst.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 28th inst., at 4 P.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 12th Dec., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 19th inst.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 24th inst., at 4 P.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 8th Dec., at 4 P.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	To-morrow, at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 21st inst., at 4 P.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 27th inst., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 3rd Dec., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 24th Dec., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 14th inst., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 25th inst., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 26th inst.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 13th inst., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 19th inst., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	To-morrow, at 4 P.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	To-morrow, at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	About 13th inst.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 15th inst., at 8 A.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	Middle of November.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	About 18th inst.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 18th inst., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 20th inst.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 21st inst., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 23rd inst., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 5th Dec.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	Quick despatch.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	To-day, at 8 A.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 15th inst., at 9 A.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	Quick despatch.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 15th inst., at 11 A.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 17th inst., at 8 A.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 18th inst., at 4 P.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 14th inst., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 20th inst., at 4 P.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 21st inst., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	Middle of November.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 14th inst., at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 13th inst.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	To-morrow, at Noon.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	On 27th inst., at 1 P.M.
MARSEILLES LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI	Brit. str.	—	R. Webster	MOCHINGOR BROS. & CO.	Quick despatch.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
SUVERIO	6,238	W. Shotton	On 19th November.
KUMERIC	6,238	F. S. Cowley	On 17th December.
BOVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,444	Mathie	On 11th Feb., 09

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO. LIMITED.

GENERAL AGENTS,
 QUEEN'S BUILDINGS.

Hongkong, 20th October, 1908.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. RUD. MYERS	Wed'day, 18th Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN" Capt. E. WILHELMY	About Wed'day, 18th November.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMMILL	Middle of November.
MANILA, YAP, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY and MELBOURNE	"MANILA" Capt. J. MINNEN	Thursday, 3rd Dec., at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELOHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th November, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days across the Pacific in the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA" 6,000	...	SATURDAY, 28th Nov.	19th Dec.
"MONTAGLE" 6,163	...	SATURDAY, 12th Dec.	5th Jan. 09
"EMPERESS OF INDIA" 6,000	...	SATURDAY, 19th Dec.	9th Jan. 09
"EMPERESS OF JAPAN" 6,000	...	SATURDAY, 16th Jan.	6th Feb. 09
"EMPERESS OF CHINA" 6,000	...	SATURDAY, 13th Feb.	6th March 09

"EMPERESS" Steamships will depart from HONGKONG at 4 P.M.
 R.M.S. "MONTAGLE" and "GLENFARG" at 10 A.M.
 R.M.S. "MONTAGLE" is a Freightliner only and does not carry Passengers.
 The SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the C.E. NEW ATLANTIC "EMPERESS" Steamships, 14,500 tonnage, thus providing a comfortable and speedy through route to Europe.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York 271.10
 Intermediate on Steamers 240. ... 242.
 and 1st Class Railways,

First class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.
 R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (1st class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
 Corner Polder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"DUMBEA" Capt. Boyer	On 23rd Nov., P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelotti	On 24th Nov., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 7th Dec., P.M.
MARSEILLES VIA PORTS	"ARMAND BEHI" Capt. Gallonnet	On 8th Dec., 1 P.M.

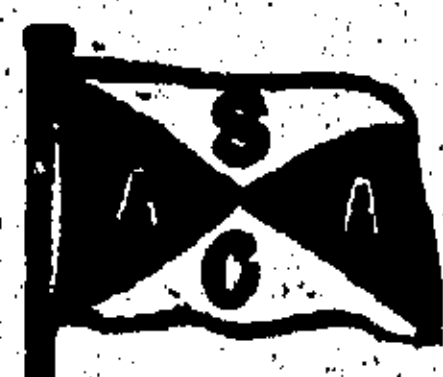
Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through bills of lading to London, via Paris, from 227.10s. up to 271.10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.
 For further Particulars, apply to—

P. NALIN, ACTING AGENT,
 Queen's Building.

Hongkong, 11th November, 1908

VESSELS ON THE BERTH

HONGKONG-BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (with liberty to call at the Malabar Coast).



AMERICAN ASIATIC STEAMSHIP CO.

For BOSTON AND NEW YORK, S.S. "INVERGLIDE" On 18th Nov. For NEW YORK ONLY, S.S. "BRAEMAR" On or about 20th Nov. For Freight and further information, Apply to
 SHEWAN, TOMES & Co., General Agents.
 Hongkong, 22nd October, 1908. 1414

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEBRON, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PIRELLA, GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."
 Captain Pedone, will be despatched as above on SATURDAY, the 14th Nov., at Noon. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 11th November, 1908. 4



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIL, to RIO DE JANEIRO, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	OCEANA	About 13th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 14th Nov.	See Special Advertisement.
LONDON and ANTWERP	SOMALI	On 2nd Dec.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. A. G. Gubitt, R.N.		

For further Particulars, apply to

E. A. HEWETT
Superintendent.

Hongkong, 10th November, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"HUPH"	On 17th Nov. 8 A.M.
MANILA ZAMBOANGA TRUK	"KUEICHO"	On 19th Nov. 4 P.M.
DAY ISLAND COOKTOWN		
DAIRNS POWNSVILLE		
BRISBANE SYDNEY	"CHANGSHA"	On 21st Nov. 4 P.M.
Transitment for TASMANIA		
NEW ZEALAND ADELAIDE		
FREMANTLE and PERTH		
MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.		
SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
HONGKONG SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		

For Freight or Passage, apply to—
Hongkong, 11th November, 1908.BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Thursday, 12th Nov., Noon.
SHANGHAI	"TINGSANG"	Thursday, 12th Nov., 4 P.M.
TIENTSIN via WEIHAI	"CHIPSING"	Friday, 13th Nov., Noon.
WEI & CHEFOO		
MANILA	"YUNTSANG"	Friday, 13th Nov., 4 P.M.
MANILA	"LOONGSANG"	Friday, 20th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, PENANG & CALCUTTA	"NAMSANG"	Saturday, 21st Nov., Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Friday, 27th Nov., 1 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTANG," "NAMBA" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chaochow, Tientsin and Newchwang. Telephone No. 61.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**,
Hongkong, 11th November, 1908. GENERAL MANAGERS.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
ANPING VIA SWATOW	"SHOSHU MARU"	WED'DAY, 11th Nov., at 8 A.M.
AMOY & TAKAO	Capt. IJCHI	
SHANGHAI VIA SWATOW	"BUJUN MARU"	SUNDAY, 15th Nov., at 8 A.M.
AMOY & FOCHOW	Capt. Y. FUSENO	
TAMBUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 15th Nov., at 9 A.M.
& AMOY	Capt. Y. KAWABAKI	

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 11th November, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE HAMBURG.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service," to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAVRE & HAMBURG:
S.S. SCANDIA	S.S. SENGAMBIA
20th Nov.	17th Nov.
S.S. ISTRIA	FOR MARSEILLES, HAVRE & HAMBURG:
5th Dec.	S.S. SITHONIA
S.S. BRISGAVIA	4th Dec.
17th Dec.	FOR HAVRE & HAMBURG:
S.S. ANDALUSIA	S.S. SEGOVIA
27th Dec.	8th Dec.
S.S. SAXONIA	FOR MARSEILLES, HAVRE & HAMBURG:
9th Jan. 09	S.S. SCANDIA
	22nd Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd November, 1908.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwangtao, (Faking Tientsin), Kobe, Yokohama, GANOA to HONGKONG in 30 DAYS.
NAPLES to HONGKONG in 28 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland

Passengers to Overland and Europe

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 24 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, 28 Pallice, Liverpool.

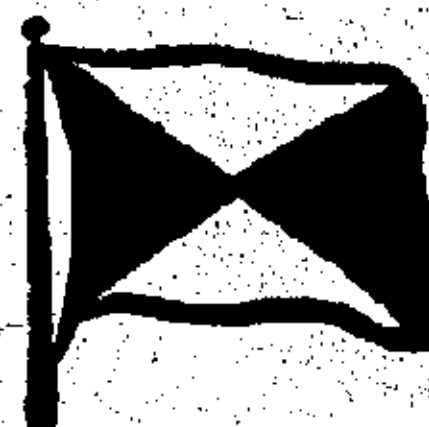
PROPOSED SAILINGS:

= CORSE ... 28th Nov. | AMIRAL MASON ... 11th Jan. 09
= New Twin Screw, 18,000 tons Displacement, 1st. Class accommodation, Splendidly equipped with single berth Cabins.
† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.
For Further Particulars, apply to—

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Hongkong, 22nd October, 1908.

733



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STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 14th Nov. Noon.
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SHEWAN, TOMES & CO.,
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Hongkong, 2nd November, 1908.

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PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS	DATE OF SAILING.
HAVRE, DUNKIRK and BALTIC PORTS	"CANTON"	Middle of November.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of November.

For Further Particulars, apply to
Hongkong, 31st October, 1908.MELOHERS & CO.,
AGENTS.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KANAGAWA MARU Capt. N. Ohno Tons 6169	WED'DAY, 25th Nov., at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HAKATA MARU Capt. T. Mizui Tons 6161	WED'DAY, 9th Dec., at Daylight
SHANGHAI and KOBE	IYO MARU Capt. S. Ishikawa Tons 6320	TUESDAY, 24th Nov., at 4 P.M.
BOMBAY via SINGAPORE, and COLOMBO	KAGA MARU Capt. G. S. Ispahak Tons 6301	FRIDAY, 27th Nov., at Noon
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sakai Tons 3817	FRIDAY, 27th Nov., at Noon
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. A. E. Moses Tons 5539	THURSDAY, 24th Dec., at Noon
	YEBOSHI MARU Capt. B. Kon Tons 3798	WED'DAY, 11th Nov., at Noon
	WAKAMIYA MARU Capt. T. Yamawaki Tons 4421	FRIDAY, 13th Nov., at Noon
	SADO MARU Capt. Geo. Anderson Tons 3927	SATURDAY, 14th Nov., at Daylight
	NIKKO MARU Capt. A. E. Moses Tons 5539	WED'DAY, 25th Nov., at Noon

* Omitting Yokohama.

† Fitted with Marconi's System of Wireless Telegraphy.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further Information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

Hongkong 11th November, 1908.

MANAGER. 356

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

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920

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JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	First half of Nov.	JAVA	First half of Nov.
TJIMAHU	JAVA	First half of Nov.	AMOY	Second half of Nov.
TJILATJAP	SHANGHAI	First half of Nov.	JAVA	Second half of Nov.
TJIKINI	JAPAN	Second half of Nov.	JAVA	Second half of Nov.
TJIPANAS	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJIBODAS	JAPAN	First half of Dec.	JAVA	First half of Dec.

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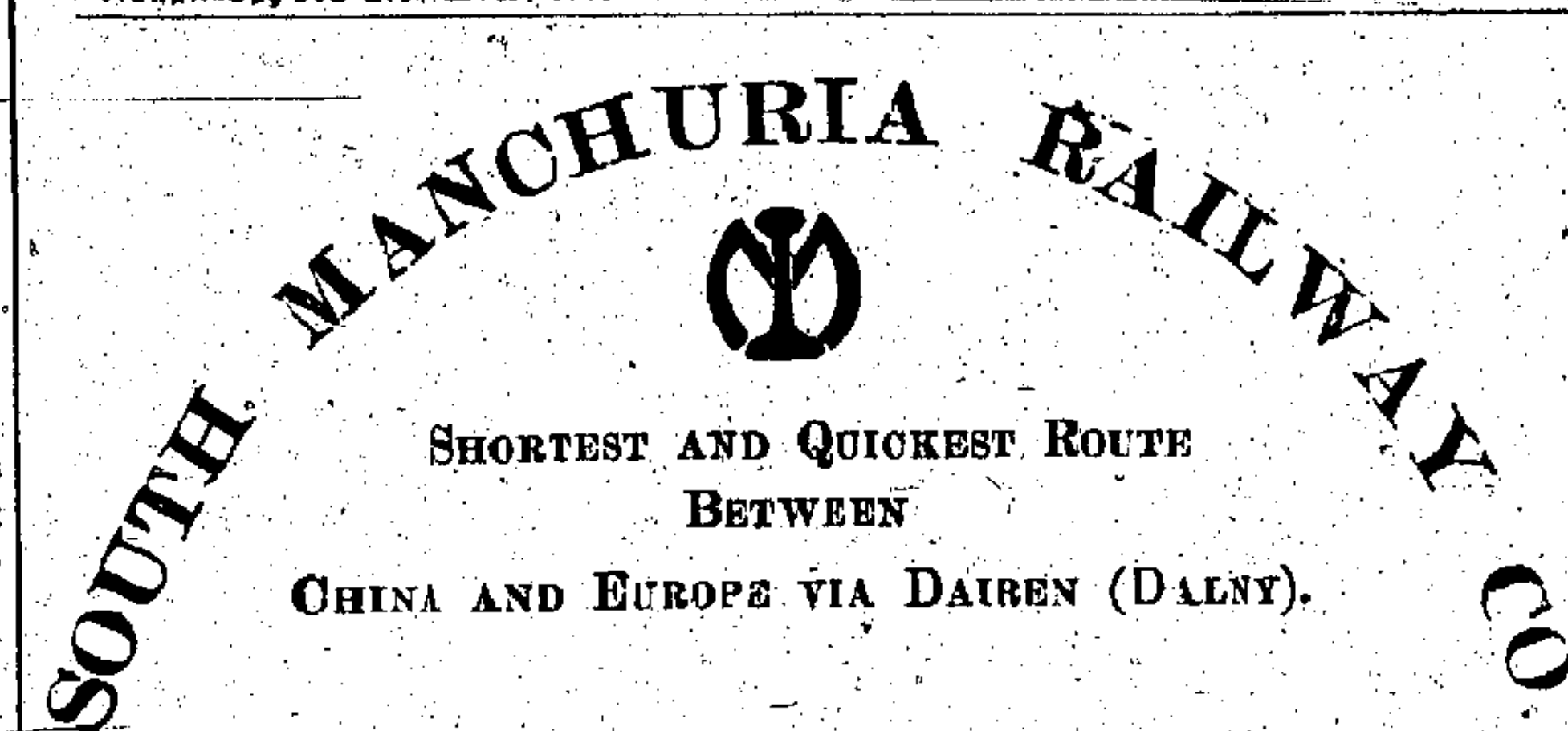
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JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 8th November, 1908.

Telephone No. 375.

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SHIPPING IN PORT.

STEAMERS.	ARRIVALS.
ABRATON AFCAE, British str., 2,931, A. Stewart, 1st Nov.—Shanghai 29th Oct., General—David Sassoon & Co.	RAJABURI, German str., 1,189, H. Bremer, 8th Nov.—Bangkok and Swatow 7th Nov. Rios—Butterfield & Swire.
BENARIT, British str., 2,510, J. D. Sirohet, 31st October—London 13th September. Iron and General—Gibb, Livingston & Co.	SABRIA, German str., 5,623, Hildebrandt, 1st Nov.—Shanghai 29th October—Hamburg—America Line.
BAN-TEX, American str., 233, D. Francisco Fabrigar, 5th Nov.—Manila 2nd Nov., Sagar—Order.	SHAOHING, British str., 1,307, Molatos, 25th October—Shanghai and Amoy 28th Oct., General—Butterfield & Swire.
CAPRI, Italian str., 2,718, D. Pedoni, 6th Nov.—Bombay and Singapore 30th October, Cotton—Carlowitz & Co.	SHOSHU MARU, Japanese str., 990, I. Ijichi, 7th Nov.—Swatow 6th Nov., General—Osaka Shosen Kaisha.
CHANGSHA, British str., 1,441, E. Finlayson, 6th Nov.—Malborne via Ports 3rd Oct., General—Butterfield & Swire.	STATTIN, British str., 1,395, O. Sangster, 4th November—Lungkat, Samatra, via Singapore 28th Oct., Case oil—Geo M. Bain.
CHIPSING, British str., 1,199, F. Mooney, 8th Nov.—Tientsin 2nd Nov., General—Jardine, Matheson & Co.	SURUYANG, British str., 987, Pannofather, 6th November—Amoy 4th Oct., Sugar—Butterfield & Swire.
CHUYER, Chinese str., 1,171, C. Stewart, 7th Nov.—Shanghai 4th November, General—China.	TINGKANG, British str., 1,056, E. M. Reynolds, 2nd Nov.—Wuhu 29th Oct., General—Jardine, Matheson & Co.
DEWAWONGSE, German str., 1,057, F. R. Walldt, 4th Nov.—Bangkok 28th Oct., Rice and Mail—Butterfield & Swire.	TITLAP, Dutch str., 2,470, Emmerick, 8th November—Shanghai 6th Nov., Ballast—Java-China-Japan Lijn.
EASTERN, British str., 3,508, F. W. Hood, 8th Nov.—Yokohama and Kobe 3rd Nov., General—Gibb, Livingston & Co.	TUJILWONG, Dutch str., 3,053, V. W. Jarrinaas, 7th Nov.—Yokohama 28th Oct. and Amoy 4th Nov., General—Java-China-Japan Lijn.
GERMANIA, German str., 1,713, C. Jorgensen, 7th Nov.—Singapore 1st Nov., General—Jensen & Co.	UEBER, British str., 2,350, Perry, 27th Oct.—Manila 23rd October, Ballast—Master.
GIWAFALLOH, British str., 1,484, J. H. Hainsworth, 8th Nov.—Panang and Singapore 3rd Nov., General—Chinese.	VINE BLANCH, British str., 2,177, H. J. Ritsen, 8th Nov.—Manila 5th Nov., Sleepers and Fuozas—Dodwell & Co.
GILBERT, French str., 558, Desvionon 9th Nov. Kwang Chow Wan and Macao 5th Nov. General—L'Union Commerciale Indo-Chinoise.	YUENKANG, British str., 1,123, P. H. Rolfe, 9th Nov.—Manila 6th Nov., General—Jardine, Matheson & Co.
HAILAN, French str., 475, O. A. Hoeg, 7th November—Hohow 4th Nov., General—A. R. Marty.	
HAITANG, British str., 1,273, A. E. Hodgins, 5th Nov.—Amoy 4th November, General—Douglas Lippick & Co.	
HANGSANG, British str., 1,356, S. Wilde, 28th Oct.—Shanghai and Swatow 23rd October, General—Jardine, Matheson & Co.	
HONGKONG, French str., 742, A. Cornaliussen, 7th Nov.—Haiphong and Hoihow 6th Nov., General and Figs—A. R. Marty.	
KAMAROSA MARU, Japanese str., 3,798, Wm. Wade, 9th Nov.—Japan 28th October, General—Nippon Yusen Kaisha.	
KOREA, American str., 5,651, S. Sandbury, 2nd November—San Francisco and Shanghai 31st October, Mails and General—Pacific Mail Steamship Co.	
MAGALLANES, American str., 832, A. Yuzasol, 8th Nov.—Manila 5th Nov., Ballast—Torge.	
MATHILDE, German str., 831, A. P. Uldernp, 7th Nov.—Haiphong and Hoihow 6th Nov., General and Figs—Jensen & Co.	
MATHILO, Korean, German str., 1,848, Dibber, 8th Nov.—Hongay 5th November, Coal—Jensen & Co.	
M. S. DOLLAR, British str., 2,578, C. H. Bros, 29th October—Moji 24th October, Coal—Order.	
PALEMO, British str., 4,000, J. B. Ferguson, 9th Nov.—London and Singapore 3rd Nov., General—P. & O. S. N. Co.	
PRUMPHREY, British str., 1,065, J. H. Scott, 9th Nov.—Singapore 4th Nov., Rice and General—China.	
PRERANG, German str., 1,021, Fr. Mangelsdorf, 7th Nov.—Bangkok 31st October, Rice—Butterfield & Swire.	
PROMBERT, Norwegian str., 746, Christiansen, 6th November—Shanghai 3rd November, General—C. M. S. N. Co.	

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